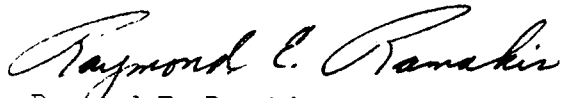SUBJ: **MAINTENANCE BULLETINS**

1. **PURPOSE.** This change clarifies guidelines contained in Maintenance Bulletin 34-31, Alternate Static Pressure System Requirements of FAR 135.163. This also cancels all previous correspondence addressing this subject.

2. **DISPOSITION OF TRANSMITTAL.** After filing the attached pages, this change transmittal should be retained.

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Appendix 14 19	12/4/80	Appendix 14 19	3/21/89

Raymond E. Ramakis
Manager, Aircraft Maintenance Division
Flight Standards Service

34-31.   ALTERNATE STATIC PRESSURE SYSTEM REQUIREMENTS OF FAR 135.163.

      a.   Inquiries received from district offices have concerned the implementation of Federal Aviation Regulations (FAR) Section 135.163 with
* respect to aircraft having two independent static pressure systems while at the same time not having a third/alternate source of static pressure. The inquiries also addressed other concerns regarding the use of an autopilot in lieu of a copilot and whether the static pressure systems needed to be heated.   *

      b.   FAR Section 135.163 states, in part, that no person may operate an aircraft under IFR, carrying passengers, unless it has an alternate source of static pressure for the altimeter and the airspeed and vertical speed indicators.

*   c.   It has been determined that aircraft such as the Lear Jet, for example, having two independent static pressure systems are considered to meet the alternate static pressure requirements of FAR Section 135.163, provided the following conditions are met:

      (1)   The aircraft must be flown with a pilot and a copilot. The autopilot may not be used in lieu of the copilot.

      (2)   The aircraft is equipped to meet the equipment and instrument requirements for flying the aircraft from the pilot and the copilot positions.

      (3)   The two independent static pressure systems must be heated.   *